I only know two people who are infallible. One is the Pope, and another a woman who never made a mistake. But neither the Pops nor this wise woman is kely to add inster and laurels to the deliberations of railroad rectors. These latter do not even claim infallibility. Mistakes have been made by them such as were in-stanced by your correspondent from Buda, and doubtas will be again; but the most fruitful cause of these mistakes has been too close and fixed, rather than too ose and flexible an arrangement of prices, thus rendering it difficult to make custom courtesy to new cirumstances. Were the Grangers to succeed fettering the railroad companies by inflexible regulations, pro rais or other, they would have imposed an unbending rule which could not fail to work mischief, both at competing and of miles, with all the valleys and waterfalls ultimately at non-competing points. Hitherto, in many places, the farmer has had the advantage of two lines of railroad, with prices kept down by mutual competition. The new law plays directly into the hands of the shorter line, which thus becomes at once a monopoly, see the other and longer road, that formerly managed to compete with it, is now obliged either to reduce its rates over its whole line, or else to abandon the business at the competing point to its rival. In most cases, this last course would be adopted as the lesser evil; and thus the farmer would be left to the tender mercies of the short road monopoly. Then ensues just the kind of local extortion for a remedy against which the Grangers are so louding crying. What, we still ask, shall be the

Several methods of relief have been suggested. One of the most obvious is the building or procuring to be built competing roads, or improving the management and augmenting the facilities of existing roads, so that by their increasing profits they may tempt capital to come forward and create competition. In view of these suggestions, the question arises whether the manageat and resources of a road are likely to be improved by the legal regulation of its rates to pro rata or any ther inflexible standard. If this were possible, surely the stockholders would welcome and profit by the wisdom of the Grangers. But it has not infrequently been found, hitherto, that even railroad managers handle their constituents' propably than Government regulates the affairs of the people; and the advantage of a personal responsibility in the arrangement of business would probably appear in Illinois as well as in the rest of the world. Another auggestion, by means of which to fly from the evils we have to those we know not of, is to affscate the railroads, and put them directly under the management of the State. Experience in Pennsyl ven the Grangers that this course would not be likely to reduce rates, while it would increase taxes. Everyoit that the roads must be made to yield ome net profits in order to pay a respectable interest the use of capital, whether capital be recedents of State control in mind, the Grangers would be unwise enough to urge the purchase or confisciation of existing roads. Instead, they prefer to regu ate rates, to pro rata or other fixed standard; but it has already been shown how this fixed regulation might, and almost certainly would, result in destruction ss, since the power to determine rates might be so used as to reduce them one-quarter, one-third, one ased as to reduce them one-quarter, one-time, one-in short, to sweep away profits altocether. If doubressively it would amount to practical confisca-it; it used navisely it would result in harm to all ties—those along the lines, those at the termini, and stockholders. This would be a partial confiscation it would benefit unloady. Another remedy for abuses thas been suggested is a legal regulation of the rate cent of profits that a corporation shall be permitted per cent of profits that a corporation shall be permitted to divide. Some sanguine south have seen hope in this direction. The Western road of Massachusetts, which, before completion, was threatened by means of the Hooses Tuneet, farmishes us with a practical illustration of the working of this idea. The State retained from the giart the right to take the road into its own pessession, paying the stockholders ten per cent; so there was no use in making mere than that, and thus tempting the State to appropriate the road. Its net carnings had reached about ten per cent some years since; and of course no one had any interest to make course no one had any interest to make are any more. It was charged that the directors had motive for energy in management, or for activity in Means any more, it was charged not the detectivity in secking more besiness—in fact it was much less troubles some to let it draft, than to try to secure more custom at lower rates, an endeavor by which only the people could benefit, while it would make more work for the directors. Like the old Democratic management of the pro-slavery party in Massachusetts, whose policy was that the smaller the party the casier for the office-hobbers to divide the spoils, the Western Road men preferred to keep the business conveniently small. Whether these charges were true or false, they were believed by the neople all along the line of the read, and complaints were bifter, until a way out of the difficulty by the path of competition began to be tanneled through the Hoesse Mountain. To-day the average profit of railroads in Hilmois falls below 7 per cent; but if it were restricted to 7 per cent but for its word and convolution to capital, the stimulus to labor?

where would be the invitation to capital, the stimulus to labor?

Our consideration of the specifics which have been suggested for all railroad wees would not be complete without an allusion to the bull-in-a-china-shop plan of that patriot and philosopher, Gen. Benjamin F. Butler—a plan which even the conservative editor of Harper's Weekly has mildly approved—that of forcing the railroads to let the public enter unon and use their roads. "Every mans his own douter" and "Every woman her own lawyer" are nething to every man his own railroad surporation—other to indulge in a private and special frisk with his own engine. Seriously—if indeed such a proposition is to be seriously considered at all—the public has to-day just one protection against the neglect of its rights. If a road fails to supply reasonable transportation, the fartner can claim damages for delay. But the moment you admit the public to supply rolling stock for itself, year must relieve the corporation from its obligation to furnish it, also. It cannot be demanded both that railroads should be thereughtares, and also that their stockholders should be held responsible for the delays, smash-uys, and general chaos which would ensue. To me it seems that all the suggestions above enumerated would be airke futile, and that the consider corrective for whatever evits may now exist is competition. Competition may not cure all ills in a day, but it is the vital remedy for abuses; and in this country, where all are alike anxious to make money, no man can long continue to ask two dollars for what his neighbor is willing to sell for one.

willing to sell for one.

A. WAR CORRESPONDENT,

RIGHT CENTS A BUSHEL FOR CORN. To the Editor of The Tribune.

SIR: In this state of the Farmers' war it is possible that a few facts will do more to enlighten the inds of the people here than any argument. The writer sold Aug. 5. five cars, being 1,778 10-56 bushels, ne Western Mixed Corn at 564 cents per bushel of 56 Prime Western Mixed Corn at 56; cents per bushel of 56 pounds. The corn was sold at an extreme price, because dry, sound, and in every way superior to the bulk of the crop now being handled at this port. The grain in question was shipped from Iowa, came into Chicago via Chicago and North-Western Raflway, was transferred direct to the Eric Railway. The freight paid was \$20 90. The exponses here, including weighing and elevator, \$779; leaving of \$1,000 67, the gross proceeds, the sum of \$15 86 as not proceeds to Western shipper of 1,778 10-56 bushels corn—a trifle over eight cents a bushel on board wars in Iowa. New York, Aug. 2, 1873.

THE PEACH SHIPMENTS INCREASING. Pron The Winnington (Del.) Commercial, Aug. 14.

The peach shipments are rapidly on the interest, as our summary for the week will show. The trains are increased to four, in eight days, and others will soon be added to the number. The shipments of last year for the day corresponding with the last day of trains are increased to long, the shipments of hist year for the day corresponding with the last day of our summary (Tuesday) were 125 car-loads; but the season opened aix days earlier in 1852 than the present year. But if we recken, numerically, from the day upon which the season opened in both years, we find that the shipments for the present season exceed those of the hast 45 cars, or 25,000 baskets. This is the only lectionate test, and we, therefore, conclude that this season opens more auspiciously than the last. This shipments by rail with, it is thought, be in excess of last season. During the past few years, the peaches grown alone the bay and canal have found a market sclusively in Philadelphia, and this has laid a tendency to send the shipments by rail to New York. This year, bowever, the crop along the bay is a failure, and as Philadelphia's supply by water will be shortened, it is aspected that there will be an increase in the shipments by rail. Our summary for the week is as follows—it but the the shipments and the shipments and the shipments are larged as the shipments and the shipments are larged as the shipments are larged that there will be an increase in the shipments are larged that there will be an increase in the shipments are larged to the shipment and the shipments are larged to the shipment and the shipments are larged to the s Pounds. 4.096,000 1.376,000 1,504,000

038 With Tilenday instr.
To Joney Cit. 256 122,000
To I Salasiephia. 86 43,000
Frevious shipments. 84 47,000 Total......426 218,000 6,976,000 ANOTHER LAST SURVIVOR OF WASHINGTON'S SLAVES.

From The Cincianal Engature.

It has been stated, with no mischievous motive, that the last negro alave who belonged to President Washington had passed from earth. This statement was syidently made in ignorance of the facts, and not out of savy or disregard for the distinction enjoyed by Mathida Johnson, a colored weman of this city. Mathida lays claim to a very notable history. "In de finat place, she was bawn in Africa," from which country she was brought over "to dis country by her granfineder wid brudder Goorge, but brudder Pele was bawn here." Her "granfineder" was a wonderful woman. Sie had indimited control over an inhimited number of chattel molitorited control over an inhimited number of chattel man gifts. Gid Auntio Johnson, when she was a little "gal." was presented to Gen. George Washington, and with him she lived she does not know exactly how long. She is certain she was "is" Ewelve years old when Gen. Washington founds his last, battle, and was gitten old when he died. When she was yet a gal Gen Washington for gave her as a present of Judge Colter of Culpepper ton gave her as a present of Judge Colter was kin to Gen. Washington, when the clock when he died when he died when he died when she was yet a gal Gen Washington for gave her as a present of Judge Colter was kin to Gen. Washington, She did n't member much about Gen.

SUMMER LETTERS.

AMONG THE COLORADO CANONS. ACROSS THE PLAINS TO DENVER AND THE SPRINGS A CIRCLE OF WONDERS-GLEN EYRIE, THE GAR-DEN OF THE GODS, MANITOU AND CHEYENNE CANON-SCENES AND PEOPLE AT THE SPRINGS.

[FROM AN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.] COLORADO SPRINGS, Col., July 26 .- When one studies the guide-books to Colorado, one becomes rague upon the subject of tabular literature in general, and is more than ever inclined to doubt the great usefulness of vade meaums and close descriptions. Here is a country as much bewritten as Palestine ever was, the valleys, and hills, and climatic peculiarities of which have appeared upon thousands of pages. But the reader knows little about it after all, except by absolute presence there. It is not like describing a striking scene, or a single compact locality. These peaks rear their bald heads one beyond the other for hundreds and glens and feaming terrents and boiling springs hidden between. And higher than all lie those white fields of snow, which, seen far off, seem as though one might gather them with the hand, but which feed a hundred torrents, as the Rhone is fed. The places and incidents which this letter will embrace cover two weeks of good, honest, hard-working sight-seeing, and the writer knows he has hardly yet entered the porch. The visitor cannot follow guide-books in this wenderful region. Everywhere he may turn there are mountain roads and paths amid wenders. Men work hard, with every aid from culture and science, to make a bit of landscape, or a house, or fountain natural and lovely; but here the inartificial scenes which excel all that man can do are on every hand, and we wonder as we look that these caseades have fallen, these serried ranks of pines stood sighing, and these voiceless cañons lain for ten thousand years unchanging and unseen.

ACROSS THE PLAINS. Colorado is a vast amphitheater whose rocky gates are entered from the plains. The two great contrasts which are included in a journey thither are not to be disregarded. Sight-seeing begins long before we reach the mountains. What were plains a dozen years ago, you enter upon at Kansas City when you take your seat n a car of the Kausas Pacific Road, which carries to Colorado two-thirds of all that go. It is hard to believe as you reflect upon it that the car in which you sit, amid the scenes of the bustling terminus, will traverse the vastness of the wilderness of ten years ago, and go on and on, through days and nights, 700 miles westward,

joining the corn-fields of the Missouri with the snow of the mountains. But not until the next morning do you enter upon what are now considered the plains. There you begin to feel a freshness of the keen wind, and your eyes ache as they try to scan the far blue horizon line. Noon comes, and you are surprised to find no absence at the dining-table of the delicacies of civilization, but even additions in the way of antelope cutlets and buffalo steak. Then you enter a region which at the proper season of the year is still the feeding-ground of countless herds of buffalo. I saw them in squads on the 17th of this month, awkwardly galloping away over the low hills, at once the largest and the most rapidly disappearing of all the beasts of the border. Sometimes there is a coyote, who regards you with the knowing feer of all his race, over his shoulder, lolling his red tongue like his cousin the dog, trotting off toward that unknown supper which it is his chief occupation and only ambition to find. Antelope skurry away with graceful heads high in air, putting space behind them with infinite case, the curious tufts of white hair upon their hinder quarters shining far in the distance. There, too, is the ridiculous Jackass rabbit with cars as long as his namesake's. But your respect for him increase when you see him lay his auricular burdens down and dash away through grass and sage in tremendous leaps which no hound ever attained. And upright and dauntless upon his house-top sits the prairie-dog, jerking his diminutive body with convulsive barks as the train thunders by, and evidently taking to himself due credit that it comes no nearer. He is a courageous marmot, and refuses to leave his home on account of a mere rati-

way. THE METROPOLIS OF COLORADO As the hours pass you begin to wonder that you do not see the dim blue shapes under the red western sky, which are the far-off mountains. The sun sinks and supper comes, partaken of under brilliant lights, with the splashing of a fountain in your ears. To reflect for a moment upon common things, you are served with the delicacles of the season, and with ice-oream itself at this supperin the heart of the "desert." The sun sinks, and the gray, weird darkness of the wilderness creeps over the world. If you ask the man who is letting down the beds over your head, he will tell you that you are only half-way over. You refire, and waking in the watches of the night you hear the ring of the wheel upon the rail, and peering forth feel the cool night wind, untainted with the exhalations of cities, and dimly see the outlines of the hills slumbering beneath a mighty silence. But at dawn, if you look to the south-west, you may see a huge shape rising through the mists, radiant with a light which is the one bright spot amid surrounding darkness. It is the Peak of Pike, a hundred miles away.

It is useless to describe Denver, because all Western ere more or less alike, and are not our theme. It is the metropolis of Colorado, full of modern improvements, to which one needs no guide. That it is one of the quick-growing wonders of Western enterprise, all know. It is necessary to go to Colorado Springs, 75 miles southward by the narrow-gauge road. But there are no springs at Colorado Springs, and what you go there to see lies within a radius of five miles. But there is a sizeable hotel here, chosen by many as preferable to an actual stay among the canons, rocks, and springs, for the village is itself upon an elevated plateau 6,000 feet above tide-water. The manner of making a town which this illustrates is worth mention. There are several miles of green cottonwoods upon the streets, watered by a system of irrigation new to Eastern people. In many streets there is a ditch or acquia, after the Mexican fashion, and all are fed from the Fountaine qui Boulle. In a year or two the arid little town will be a green bower. But irrigation is a study of itself, and I will only mention it further to say that the endless network of little clear, streams which you see in all impossible places is a wonder. You cross them high up on the hillsides and cannot tell whence they came or whither they go. There is a lady of my acquaintance who will leave these regions with a well-established belief that in numerous instances purling streams are cunningly made

to run wp-hill. A CIRCLE OF WONDERS AT COLORADO SPRINGS. If you please you can visit the famous places in this neighborhood in two half days and then go elsewhere; out if a residence of a few weeks is desired, then the Manitou House, the name of which, translated into English, might be considered blasphemous, is the proper and fashionable place to go. I will try to give, in as few words as possible, some of the impression produced upon a sojourner by the wonders which attract people thousands of miles, and even bring them across the sea, viz.: Glen Eyrie, Garden of the Gods. Maniton, and Cheyenne (Shian) Cañon. Localities could not be more conveniently situated than these magnificent places are, for they lie around the base of Pike's Peak, at the very edge of the plain. Glen Eyrie is a triangular gorge, entered from the plain by a narrow gap, and named from an eagle's nest which you see on the face of the perpendicular cliff on the right, as you enter. Though entirely accessible to carriages, and traversed by a fine road, and partially occupied by an elegant mansion, when you are once in, and the rustic gate closed behind you, you have a feeling of dizziness as you look upward at the sheer walls of granite which close you in. On what may be termed the floor of the glen, there is no want of verdure. Wild flowers bloom in plenty, and you recognize the ceaseless monotone of the pines. But you are shut in from ail the world by those gray ramparts up whose sides no man ever climbed; whose tops are the world's secret places unseen by any but the eagle's eye. The blue sky covers all from wall to wall like a roof. Brown slabs set on edge in the earth seem the remains of some Titanic wall hundreds of feet high. A few yards away you see a single unhewn-obelisk so perilously perched upon its smaller end that you feel a desire to go and push it down and hear the crash. Ah me! it is higher than a city steeple,—you will find it hard to cast a handstone to its top. And so it has stood, airy, windwrought, fantastic, for an unknown time.

When I say that sternness and frightful altitude are not the only features, and that there are caves and glens, and falling waters and shadowy nooks also, I only state what is common of all the elaborated places of the Sierras. The upper end of Gien Eyric leads out into a romantic canon, which, like all the reat, has its waterfall and its curious nomenciature. There is a great basin there, hollowed by the falling water, which bears the name of "The Devil's Punch Bowl." As you pass out sgain by the rustic cottage, built of pine slabs, still retaining the bark, tiny and diminutive as a wren's nest against its overhanging wall, and look back, you see shady dells and mighty rocks so placed in an indescrib-

cen a beetle making his way along among wayside stones. So you feel with your petty caravan of carriage and team, with the red rocks looking down-no, not at you-but out upon the vastness of the plains. I said that Nature had contrived these wouders with a seeming view to their accessibility. Lo! here is another well-defined gateway. There is a great notch in the red sandstone, and massy abutments stand on either hand, with a passage as smooth as a floor between. It is the "Beautiful Gate," though I confess 7 think the name poorly chosen, as suggesting some one of the puny, hinged, bronze things which men's hands have mi.de. Through this opening is the wonderful vista of the "Garden of the Gods." It is a fantastic realm of strange shapes. There are obelisks, divans, monuments, semblances of heathen images, gigantic mushrooms, seals, lizards, perforated battlements, etc. They stand on every hand between you and the red walls which shut them in. It is useless to attempt a minute description here. If the reader should wish to complete his life by a visit here he will thank peither us nor the multitudinous guide-books for attempting a description of what is well nigh indescribable. In one place stands a column which seems to have been in a gigantic lathe and shaped into a balustrade. So near the road that you must drive in its shadow, a huge pyramid as large as an ordinary house stands upon its smaller end with its base in the air. The foundation contains not more than four square feet. You hurry by, and are again inclined to ask your companion to hold the reins while you go and overturn the dangerous trap. It leans a little, you perceive, and is liable to crush a tourist in the course of time. But you pass on as thousands have passed before you, reflecting that as it has been in that position a probable thousand years or so you will let it staypeople must look out.

What produced these fantastic shapes ! What placed these thousand-ton nodules along the edges of the chiffs like knobs upon a balustrade ! The man who invented the sand-blast can tell you, for it was by his process that it was done. And the sand-laden wind will go on earying knobs and shapes while there are alternate layers o hard and soft rock, until there is no material left and all will fail down together, mere boulders and red sand.

LIVE AT MANITOU. You drive on a mile through the garden and cross the foaming Fontaine, and presently through the trees you see a long, white hotel. This is Manitou, named from a spring so called, the locality of the celebrated waters. The long verandah is crowded with loiterers, and there is a flutter of femininity upon the rustic bridges and winding paths. Beyond the house there is a huge boulder in the midst of the foaming stream, which serves as a pier for a siender bridge, and also beside it is the nost pleasant and beautiful of these famous springs. This is "the fountain which boils," from which the stream takes its name. It is cold, but it seems to be scalding hot. It comes seething up in crystal purity, and you think there ought to be water enough to turn a mill. But the stream which over the edge is small as it falls into the creek below. Even the wanderers over heated pavements are acquainted with its kind well It is soda-water, lacking only the sirap. There was never a harmless thing so noisy as only tumbierfull of it. It is pleasant to the taste, and the one just beyond it has still another recipe for its mixing, and is unlike it. There are six all told, each differing from the rest in temperature and taste, yet all close together. We are sight-seeing only, and will not enter into medical and chemical dissertations. It is well understood by old drinkers that Saratoga has a formidable rival here, and then that famous watering-place has not the solemn front of Pike's Peak beside it, nor Ute Pass, with its steep walls and deep gorge and balsamic odors and foaming cascades, behind it.

The visitor may think he will find frontlersmen and frontier life here, but he will be in some measure disappointed. The dashing young lady is here, ruining her complexion, kidded and flounced and panniered, breaking a heart now and then among the rocks, and staring at new-comers in the long dining-hall. Dundreary is here, with the painful pebble in the same left eye. The broken-down editor is here, fuming around after the mails and daily papers as usual, and gaining rest and redness almost against nature and in spite of himself. You man with the mutton-chop whiskers is John Bull nevitably, and you hear him say to the waiter at tea : "Mush awn milk-aw, wat is that !" The little man with the ugly ventilating hat and an awfully bulbous nose is a Russian, you are told, and a savant. There is the young lady whom you saw yesterday in the deep ecesses, and among the pines and forms of Cheyenn Cañon, and as she stood upon a boulder in mid-torrent and looked up, up, up at the snow-born flood which lay like a floating vail of lace against the rock, you heard er say, lispingly, "This is finer than Montmorenei!" Montmorenci !- with her white hand against 500 feet of sheer rock, and a dark pool at her feet, whose foam never knew sunlight.

CHEYENNE CANON.

On all hands, in nooks and corners, among the pines, and far up Ute Pass, are the tents of health-seekers who would avoid the hotel crowd. They come limping to the oaming springs, free to all, and earry away the waters in pails and bottles to those who cannot come. There is much health in pine odors and mountain shadows, and coolness and rest. If they find not what they diligently seek in the waters alone, they do in these others. Here, dustrious, and not at all ill-looking. With all they say of his rat-eating proclivities, John is a kind of heathen gentleman. Sometimes he discards Chinese habiliments and dresses in Christian fashion, and then it is a matter of remark that he dresses well. Nobody ever caught John in a red vest or a green neck-tie. But as you see him, he is everlastingly ironing, and artistically spurting water over shirt bosoms from a mouthful

which he has convenient.

Cheyenne Cañon is but four miles from here. I have already hinted at what may be found there. It is a mountain gorge, where one cannot help the impression that when the world was created the brittle crust cracked and opened here. While the great walls almost shut out the sun on either hand, it is full of pines and silver-leafed fir and a thousand ferns and flowers. Threefourths of a mile from the mouth are the falls-seven cascades, one above the other. Only three of them are visible from below, but I tried to cast a stone to the top of those three, and ignominiously failed. A day in this wild retreat, beside this rushing torrent amid shadows and odors and flowers, is worth a journey across the

LONG BRANCH. GOSSIP AND IDLENESS-FEMININE AMUSEMENTS-THE STORM. FROM THE SPECIAL CORRESPONDENT OF THE TRIBUNE.

LONG BRANCH, Aug, 15 .- The ladies of Long Branch, when all other amusements fail, have one which never loses its interest; it is ever new and novel; it has no time nor season; it is a new proposition, and the continuance of a subject not disposed of; it is exclusive, and it is catholic; it is general and it is special; it is as free as the air of heaven, and yet it is circumscribed; it is something often inherited, but more frequently acquired; it improves by practice; it is sought and avoided-it is gossip. It is generally conceded that gossip is a thing peculiar to women, and we all know that there are few women wholly innocent and independent of it. That they are more given to it in large watering place hotels than at their homes must be apparent to all who consider that in the latter ladies rarely meet except on formal occasions when they have neither the leisure nor the disposition to indulge in the affairs of other people; while in the hotels several hundred of them are thrown together with no duties waiting on them and time hanging lazily. In the cities the acquaintances of ladies are limited, and although i is generally affirmed to the contrary, yet I believe there is really little injurious gossip that has its origin among ladies who do not live in hotels. Here, for example, the ladies meet at the breakfast-table, on the piazza, at the bath, at lunch, at dinner, and in the ball-room. They are all acquainted, for they meet dally, week after week. and if they are not on terms of intimacy, or if they do not address each other, you may be sure they know all about one another. It does not take a smart woman three days to find out everything she deems necessary about her neighbor, the lady across the hall. \ She knows what her name is, the occupation of her husband, an approx-imation of his income, the number of horses they own, whether the lady keeps a maid or not, how they live at home, how many dresses the lady has, whether they are fashionably made and fit her nicely, how many diamonds she has, and whether her husband goes to Johnny Chamberlin's or not. All these facts being obtained, gossip is set at work to find out what there may be in the past life of the lady under surveillance and her famfly, whether there is anything piquant that may be dis covered. In due time it is known whether the lady has been married more than once, whether her first husband died and left any property, whether it was a love match, whether there was any previous jenlousy, how long her widow hood lasted, whether she was married 24 hours after as a mass for his oldest darter. Judge Colter was kin to Gen. Washington, by marriage—a sort of a brother in-law or somethin. She did n't member much about Gen. Washington, but she lived on his plantation away off. Then you from the ribber. He was mighty nice man, an' a big group of the ribber. He was mighty nice man, an' a big group of the Gods." The reader may have meeting her present husband, whether there is now a

that when a lady first arrives at the hotel, and passes from her room to the parlor, from the parlor to the wide corridor, and thence to the dining-room, her raiment is subjected to a closer inspection than is bestowed upon a suspicious-looking character arriving at a custom-house; but this is nothing to complain of, for every lady passes through this ordeal when she goes to church, or when she presents herself anywhere in public.

The terrible storms which have overtaken the Branch during the past few days, have furnished an admirable opportunity for the gratification of this mischievous pastime, and it has not been neglected. I have heard nough during the three days of the storm to fill a vol ume as large as a dictionary, and if I believed it all, I should not date be seen with any lady in the house excopt my grandmother. I have heard that such a lady in her younger days was a circus rider. I have heard that another was a chambermaid. I have heard that another was divorced from two husbands. I have heard that other plays cards for money when at home; that another deals in stocks, bets on horses and consorts jockeys in order to get an idea of the winning horse; that another, celebrated for her diamonds and fine clothes was formerly a clerk in a dollar store in New-York; that another kicks her children and larrups her maid; that another gets intoxicated every night; that half a dezen ladies, names mentioned, dare not go into the surf because they are afraid of losing their complexions; that one lady whose daily treatment of servants and guests of the hotel is not of the most refined character, refused to sit at table beside some of the most distinguished of the botel guests on the ground that they were parvenues; and I have heard enough else to drive the quiet wife who stays at home and takes care of the babies erazy. But it is all gossip; there's not a word of truth in any of it.

There was never a finer company at a hotel than there is now, and has been during the entire season, at the West End. The guests are quiet of manner and generally modest of dress. There is less dissipation than at any watering-place I ever saw, and there are not more than one or two cases of confirmed intemperance among the 600 guests. This I state because there are some who believe that the fashionable end of Long Branch is othing but a scene of fashionable dissipation and debauchery. As for the gossip here, it is like the musketoes at Piney Point-somewhat inquisitive. It has its start, I am positive, in less than a half dozen ladies, and when there is nothing else to do, there are very few who will not take a hand. The result is that there are hardly enough ladies who are on perfectly amicable terms to form a friendly figure in the dance. But while gossip and envy and jealousy and comparisons are bothering the heads of the older ones, it is rare that anything disturbs the equanimity of the young people here. They are the only ones who make an effort people nere. They are the only once who make an enter to keep up any sort of social relations. The young folk living in cortages and those in the hotels are on the most agreeable terms, and they form a very good society. The great storm has seriously interfered with the bathing. There are not probably on the whole beach fifty bathing-houses standing, and the surf is still so high that he would be a reckless bather who should venture in. Still, Mr. Hidredth tells me that already several quests in the hotel are remining because the venture in. Still, Mr. Hildredth tells me that already several guests in the hotel are grumbling because they cannot bathe. This, too, after a storm that old residents here say has not been equaled in the Summer time for twenty years, and which endangered ships at sea and lives on land, where the destruction of property was great. It was traced and the result could be guessed. The growlers were those who, according to Sam and Ben, the bathing-masters, had bathed only two or three times during the entire Summer. It was very sad to deprive them of their pleasure, but really there did not seem to be any other way. The houses at all the hortels were being replaced this afternoon, and the clear sky gives promise that the storm has disappeared. There is no doubt bathing will be resumed on Monday.

WATERING-PLACE NOTES.

Sunderland Park, on the east side of the Connecticut River, nearly opposite Deerfield and Greenfield, has been opened to the public as a Summer resort, and a road from the bas of Mount Toby, on the New-London Northern Railroad, to its summit, a distance of two miles, has been put in order. - The hops at Old Orchard Beach are largely attended by visitors from Portland, Boston, Salem, Newburyport, and neighboring cities. The Passamaquoddy Indians have been doing a thriving business at Mount Desert, Me., this season, with their baskets and Alpine walking-sticks. They sometimes smeke the walking-sticks and afterward carve them, leaving a white pattern on the smoked ground .- The guests at the Wadawanuck House, stonington, were recently treated to an exhibition by the young folks, consisting of Mrs. Jarley's wax works

Among the numerous guests at Clifton Springs. Ontario County, N. Y., an attractive resort to which all its visitors like to return, are Gen. Frank P. Blair, sr., ex-Senator Harian, Robert Lincoln, Gov. Ingersoil of Connecticut, and ex-Senator Cattell's family.—A correspondent writes that the hotel at Beesley's Point, N. J., is so overcrowded that the guests are " sleeping in parlors, dining-rooms, and on roofs," and he was made happy by securing "a spot in the kitchen." The Green Mountains teem with mineral springs, but the White Mountains have none at all.

The weather has been so cool at the Yellow Sulphur Springs, Va., this season, that scarcely a morning has passed that fires have not been kindled .----- A correspondent at the Hot Springs, Bath County, Va., complains too, is John Chinaman, not in the character of invalid, that the few young men there keep much together, which but of universal laundress. He is shrewd, in is hardly complimentary to the other sex, and thinks the attention they pay to the two most attractive young ladies would not "turn the head of any ordinarily-constituted girl." The Alleghany Springs, Va., always a favorite resort of Southerners, have grown in favor with Virginians, and this season there are large numbers of visitors from Richmond, Petersburg, and Lynchburg. New-Yorkers have found their way there, the latest arrivals being Mr. R. T. Wilson, Mr. and Mrs. J. M. Johnston and Miss May Wilson of this city. — The 200 guests at White Sulphur Springs, W. Va., observe the rules of etiquette with great strictness, and the head-waiter rivals the stateliest dame in the parlors in exclusiveness. The Springs are noted for their comforts, and the visitors

naturally find it a delightful resting-place.
It is suggested that hundreds of visitors might be attracted to the Manitou and Soda Springs, Colorado, if a little enterprise were displayed in preparing suitable hotel accommodations. The Springs, like most of those in Colorado, are situated amid beautiful scenery, and offer great inducements to health-seekers .feature at Mauch Chunk, Penn., this season is a series of moonlight hops on the top of Mount Pisgah. The dancers accend by the Switchback Plane, and remain until the "noon of night," when they return to the lower regions.—Cherokee Springs, Spartanburg County, S. C., with its tall oaks, grassy plats, rippling little streams, and pleasant, healthful and invigorating atmosphere, is a place no one leaves without regret. The Mountain House, Broad Top Mountain, near Bedford Springs, Penn., is becoming a more popular resort each succeeding season, and invalids find the mountain equal to the more popular resorts. The thermometer seldom indicates 70 degrees or more, and the air is delightful. The watering places of Kentucky are not widely known, and many of them are reached only after a tedious journey. But once settled and rested, the visitors find it hard to leave.

THE COURTS. CIVIL NOTES.

In the Supreme Court, before Judge Daniels, the third Monday motion calendar will be called to-day United States District-Attorney Bliss instituted a suit in the U. S. District Court, on Saturday, against Simon Haas, an importer of damasks, doing but ness at No. 196 Church-st., to recover \$70,000 penalti-for an alleged undervaluation of invoices.

CRIMINAL NOTES. In the Court of Special Sessions, on Saturday, W. McNcale was fined \$50, and James Gilmour and Michael Bonehue 25 each, for melting fat in Thirty-eighth-st, in violation of the health

At the Yorkville Police Court, yesterday, William At the state of James Brown, whom they assaulted in a bratal manner on Saturday night. The wounded man was removed to Bellevue Hospital where he now lies in a critical condition, and the physician states his imprice may prove fatal . William J. Gafber, of No. 239 East Thirty-fittent, the expressman, who was charged by Robert R. Walsh with steading \$500 worth of clothing from his trank, was brought up for examination, and, after a prolonged argument by counsel, on both sides, was discharged.

On Saturday night, while John O'Neill of No. 344 On Saturday night, while John O'Neill of No. 344 Second-ave., was on his way home, partly drunk, he met Hugh Brady and James Rogan of One-hundred-and-fourteenthest, and Second-ave., whom he asked to drink. They were joined by a fourth person, whose mane is unknown, and after drinking heavily left the salcon. O'Neill then hade them good evening, when Hogan demanded five cents, and on his refulling, struck him in the face, kneeked him down, and kiezed him. Meanwhile Brady with one hand held him by the threat, while with the other he tried to stead his watch and chain. During the attempted robbert the mannows man, who is still at large, kept watch, and on O'Neill's crying out, kiezel him in everat places, injuring him severely. An officer, hearing O'Neill's cries ran to the spot and attreated Rogan and Brady, who were brought up at fisser Market, restrainy morning, before Jinties Scott, and held for examination to enable the officers to work up the case, as they state that Brady and Hogan are old officeders. When Bergstrone was held in default of \$1.000 bail to answer a charge of prowing about the Saitors Home in Cherry-st. We a arrested, a sing-ston and a quantity of clothing stoles from the Home were found on his person. The officer stated that he was a member of the Rososcibles (ang. and beyon't doubt contemplated a byrglary at the Home. Several of his confederates were in the neighborhood, but on his arrest fled.

DECISIONS-Aug. 16.

DEPARTURE OF FOREIGN MAILS.

MONDAY, Aug. 18. TURSDAY, Acc. 19.

Mails for Havana direct by steamship Columbia, close at 2 p. m. A college of the state of the st

at 3 p. m.

Mails for Bermuda. by the steemship Albemarle, close at 2 p. m.

Mails for Bermuda. by the steemship albemarle, close at 2 p. m.

FRIDAT, AGU. 27

Mails for Newfooudland close at the New-York Post-Office every Monday at 6 p. m. Steemship saits from Portland. Me., on Tansday at

6 p. m.

A Mait for Hallfer, N. S., is closed at the New-York Post-Office every
As at 6 g. m., and gees via Boston.

Mails for France direct, via Brest and Havre, by the steamship Peroice, close at 6:30 p. m. Steamship sails early of Saturday from
Pier No. 50 N. R.

SATURDAL, Ang. 23.

Pier No. 50 N. S.

Mails for Greet Britain and France only via Queenstown and Liverpool. by the steamable Oceanic, close at 12:30 p. m. A Supplementary Mail for double-postage letters and printed matter is closed at the Fost-Office at 2 p. m. Steamable sails at 3 p. m. from White Star Does, Paronia Ferry, Jerser City.

Mails for the Continent of Burope, via Bremen, Ler steamable Main, close at 12 m. A Supplementary Mail for double-postage letters and printed matter is closed at the Post-Office at 1:13 p. m. Steamable sails at 2 p. m. from foot of Third-at, Hobaken.

A Direct German and Promisic closed Mail is sent by this line.

Mails for St. Thomas, Brafit, the Argentine Republic, West Indies, ct., by the scausible South Aurerica, close at 1 p. m. Steamable sails at 3 p. m. from Pier No. 43, N. R.

Mails tor Key West by steamable South Aurerica, close at 1 p. m. Steamable sails at 3 p. m., from Pier No. 43, N. R.

Mails tor Key West by steamable South Aurerica, close at 1 p. m. Steamable sails at 3 p. m., from Pier No. 20 K. R.

PASSENGERS SAILED.

POR LIVERPOOL—In steamship Gelite, Aug. 16—Rmilian Jona, Mrs. Llous, Miss Rosa M. Llous, Misser Scioion Llous, Misselides Llous, Master Mannaeth Valdeavellum and servani, Marris Ingiler, Capt. Lealle, Mrs. Lealle, Master Fletcher, Marting Larry, Mater Jas. II. Laceay, John Har, Mr. Jackson, Hrs. Jackson, Mrs. Jackson, Mrs. Jackson, Williamster Jas. II. Laceay, John Har, Mr. Jackson, Mrs. Jackson, Williamster Ward, Misser Leaven, Mrs. D. H. Hazard, A. W. Ward, Mrs. Misser Ward, Misser Leaven, Mrs. Leaven, Misser Mrs. Janes, Miss James, infant and

Hodgson,
FOR LIVERPOOL.—Is steamship Someries, Aug. 16.—Miss Martha
Wheatley, Joseph Smith, the Rev. F. J. Gunst, W. E. Hipkins, the Rev.
Thos. Heavy, W. J. Holmes, B. Navarich, Prof. J. E. Goudennt and
sife, Mrs. Webb, Mrs. R. H. Matthewson, O. Herworst and daughter,
Mrs. Marshall and child, James T. Lattle, John W. Young, Mrs. Doe and

Mrs. E. Adams, Ely Marray, Mrs. Luzie H. Persons, Mrs. Peliara and You L. P. Wells and infant, Miss Einma Sherrick, Mrs. Minchin and infant, D. West, Sannel West, Goo. Lewis, Mrs. Lewis, Mrs. Minchin and infant, D. West, Sannel West, Goo. Lewis, Mrs. Lewis, Mrs. Minchin and infant, D. West, Sannel West, Goo. Lewis, Mrs. Lewis, Mrs. Minchin and Raphael, John Daley, W. Mannering and wife, Mrs. Lewis, Mrs. Misselling, Miss Lucy Mannering, Misse Mary Mayer, W. Deckmanton, Hr. Wickendon and wife, POB Glassic Gunter, W. Santon, E. J. Erway, Hearry Bail, Harry Menss, Franc Slasher, Augustus Rignard and wife, POB Glassic Gunter, James Campbell, A. W. Tyler, William Elliott, POB GASGOW—In Actionation, Miss Mary McMillan, Mr. Nicholson, POB SAVANNAI—In sicanship Mentgomery, Aug. 16.—Wm. Reeve, Chas. W. Souoman, Chas. F. Barry, John Backel, Wm. Gilmore, G. G. Coffin, J. Mercys, H. H. Kayton, Mrs. H. Kayton, Mrs. Maynard, J. Humphrein, Win, Pearce, Mrs. Pearce, Saivatore Savaroses, P. Pols, Jenkin and Wife.

nard, J. J. Humphrein, Wm. Pearce, Mrs. Pearce, Saivatore Savareace, Thos. Jenkins and wife.

FOR SAVANNAIH—In steamship San Salender, Aug. 16.—J. D. Willink, C. B. Duble, W. H. Robertson, M. McCabe, Miss Ris Whiting, E. C. Andersson, Mrs. T. Bateson and two infants, Miss A. Mann, F. S. Quachenbon, O. N. Dava, Simon Lempold, W. T. Thompson, Henry Heward, Mrs. M. B. Adams, Henry Wing and wife and infant.

PASSENGERS ARRIVED.

PASSENGERS ARRIVED.

PROM LIVERPOOL.—In steamship Abgasinia, Ang. 16.—Mr. and Mrs. Ranaa, Mr. and Miss Graham. Mr. Inamilion, Thomas Harwood, Mrs. Bancroft, Miss Shipler, Dr. E. W. Jamieson, Mr. and Mrs. Chryste, Mr. and Mrs. L. Aioctt. Mr. and Mrs. Chryste, Mr. and Mrs. Laioctt. Mr. and Mrs. Chryste, Mr. and Mrs. Laioctt. Mr. and Mrs. Chryste, Mr. and Mrs. Miss Streen, maid, top; and befant, William Me. Donnell, James and Miss Orne, Mrs. Chewad, W. C. Morris, William Me. Donnell, James and Miss Orne, Mrs. Chewad, W. H. Hoover, Miss Cark, M. Hatl, A. Little, A. Little, Jr. W. Tomas, Hr. Halston, Mr. and Mrs. Doporaleimer and two children, R. E. Rutterworth, J. Helyred, Miss S. Twemley, Mr. and Mrs. Herzogg and child. W. Shearson, W. Charchill, Mr. and Mrs. Thompson, child. infant, and strae, Jos. Wood, R. D. Kwing, George Hyde, G. E. Hill, Mr. S. G. Peck, Mrs. Allen, Mrs. Vallen, R. A. Berghams, three Misses Grainfan, Mrs. Allen, Mrs. Allen, A. Berghams, three Misses Grainfan, Redward Balm, H. Tarrant, Miss L. Bayley, Miss E. J. Keppling, I. M. Dowling, A. Denbam, J. Scally, Selz. Mitander, F. J. Hardy, Mr. and Mrs. Rimors and 2 Misses Rimore, Mr., and Mrs. Remrs. Andrew Weisser, Jasae Lyon. Stev. R. Eardly, C. Whitaker, Miss Galler, A. Weitser, Jasae Lyon. Stev. R. Eardly, C. Whitaker, Mrs. Galler, M. Lary, Lean, Mrs. Tarjer, Mrs. R. M. Wylin, Mrs. Allens and 2 children, Hr. Maller, Mr. Bodge, R. Hentshara, Mrs. Tarjer, and 2 children, Hr. Maller, Mr. Bodge, R. Hartsbara, Mrs. Tarjer, L. Langer, J. A. Joses, R. Hartsbara, Mrs. Tarjer, G. C. Lincole, M. R. Mills, C. Notinge, W. A. Chaiwes, W. J. Keila, Wm. Parry, H. Smith, J. Smith, Jr. Miss Ritches, Mrs. Allens, Mrs. Allens, Mrs. Steller, Mrs. Allens, Mrs. Allens, Mrs. Rev. Weitse, Mrs. Rev. Weitse, Mrs. Rev. R. Bertylol, S. Moore, S. Bouns, S. P. Tarjer, Mrs. Pack and Galdelen, Mrs. Mrs. Tarjer, J. A. Joses, Mrs. R. J. H. John, R. L. Panish, J. A. Joses, Mrs. R. J. H. J. Misse, Peck, Wm. G. Moore, S. Bouns, S. P. Tarjer, Mrs. Pack and Galdelen, Mrs. Mrs. R. S

SHIPPING INTELLIGENCE.

Speamship Cuty of Austin, anciversy surannah, Robert Lowden, Steamship Montgomery, Falreloth, Savannah, Robert Lowden, Steamship Mar Salvador, Nickerson, Savannah, W. R. Garrison, Steamship Charleston, Berry, Charleston, S. C., J. W. Quintard & Co. Steamship Anthracite, Green, Philadelphia, W. Kirkpatnek, Steamship E. C. Kaight, Terry, Georgetown, D. C., J. C. Kenyon mship Nereus, Berry. Boston. H. F. Dimock. mship Weser (N. G.), Willegerod, Bremen, via Southampton,

Steamship Nereus, Derry, Boson, in P. Joneson, Steamship Newer (N. G.), Willegurod, Bremen, via Southampton, etrichs & Co.
Steamship Regulator, Martin, Philadelphia, Lorillaru Steamship Co.
Steamship Ann Klira, Richards, Philadelphia, J. Hand,
Ship Thola Ware (Br.), Hattleid, Antwerp, Boyd & Hincken,
Khip Kosmos (Nor.), Elicasca, Copenhagen, Telens & Bockovann,
Hark Rogina del Cin (Aud.), Tomascanno, Gibraikar for orders, A. P.

Bark Regina del Cin (Ans.), Tomascano, Gibrakar for orders, A. P. Agresia.

Bark British Crown (Br.), Andrew, Rotterdam, Geo. P. Bulley.

Bark Carsons (Br.), Lockhart, Curacon.

Bark Carcon (Br.), Lockhart, Curacon.

Bark Carlotta. Maguire. Barcelona, H. H. Swith & Co.

Bark Carlotta. Maguire. Barcelona, Borland, Dearbora & Co.

Bark Palles (Br.). Biddle, Bolize, Mond. W. Jex.

Brig Transport (Br.). Kavanagh, Hull. Mag. H. Morse & Co.

Brig Protein, Maguire. Boston, Jed Prys & Co.

Brig Gipsey (Br.). Jayos, Jeremie, A. Abbott.

Brig Janie W. Norwood Andrews, Cardenas, S. C. Loud & Co,

Brig Pearl, Neal, Port Spain, H. Trowbridge's Sons.

Brig Edwin Rowe. Crocker, Andons, B. J. Wenberg,

Brig Mattie B. Russell, York. Cardenas, H. Hunter & Co.

Brig Elreradie (Br.), Lanc, Klagston, D. Bingham.

Brig T. H. A. Pitt (Br.), Bulford, Hamilton, Bermuda, Jones &

ARRIVED.

Lough.

ARRIVED.
Steamship Abyasinia (Br.), Haines, Liverpool Aug. 5, and Queenatoum 6th, with moles, and pure, to C. 6. Vranckivn.
Steamship Cortee, Kemble, New-Orleans Aug. 9, with moles, and pass, to Clark & Seamsa.
Steamship form. Mosde, Troy, New-Orleans, with moles, and pass. Steamship Gen. Messle, 107, 108-108 to Fred's lisket.

5e-amstry Pembroke (Br.), Williams, Cardiff Aug 2, with mose, and pass to Archibald Baxier.

Steamship South Carolina, Beckett, Charleston, with mose, and pass, to J. W. Quintard & Co.

Steamship Hatterss, Stark, Lewes, Del., with fruit, &c., to Old Duminion

disamsoly statistics, Stark, Lewes, Del., with fruit, &c., to Old Dominion teamship Co.
Stewardip Franconia, Bragg, Portland, with mass, and pass, to J. F. tass. Ames.

Sicamship Bapidap, Carponter, Savannah Aug. 12, with misse and pass to Murray, Ferris & Co.

Ship Marths (Ger.), Lowien, London 35 days, with chalk.

Ship Navo Hattler (Hal.), Lacommare. Cadla, 40 days, with mdee.

Ship Jahn Mann (of Windsor N. S.), Brown, Rio Jaheiro June 18, in

balist.
Bark Acacia (of Boston), Anderson, Malauras 12 days, with sugar,
stark Mondego (Br.), Lombard, Cispata Bay 30 days, with cedar and
mahogaty.
Bark Anale Newell (of St. John, N. B.), Newell, Calbarien 14 days, sith angar. Bark Leopard. Maithlisen, Minatitian 45 days, with codar and ma-

Bark Leopard, Mainness, Minathian and Days, which sugar, Bark Almira Coombs (of Boston), Wilson, Sagus 14 days, with sugar. Bark Almira Coombs (of Boston), Wilson, Sagus 14 days, with mise. Bark Abisy Bacon, Merrill, fvice via tribratars 32 days, with sait. Bark Josée Midred (of Boston) Ginn. Calbaries 13 days, with sugar Bark Cremons, Gore, Liverpeol 30 days, with indee. Bark Vision (Nor.), Oleon, Bristot, Kngkand, 43 days, in baffast. Bark Aradia (Nor.), Elésch, Cardiff 37 days, with relivad iron. Bark Irane (Nor.), Jorgeneo, London 45 days, in ballast. Bark Andrew C. Bean (of Portland), Wooster, Buenco Ayres 62 days, with bides.
Bark Brothers (of Harwich), Chase, Trinidad, Cubn, 20 days, with

Bark Josephine Martin. Pickett, Cadis July 18, with sait and wins. Brig Pathinder (of 19gby, N. S.). Cousins, Cow Bay 10 days, with

coal.

Brig Favorit (Nor.), Kumissu. Groenock 60 days, in ballast.

Brig Sumynite (of Dunder), Alexander. Livervool 50 days, with salt.

Brig Carrie Purnitos (of Topaham), Whittemore, Frintand, Caba, 16

days, with sayar and molasses.

Brig Warren (of Bucksport), Gott, Teepon 23 days, with mabogany. Brig Runis, Sawyer, Cientinegos 21 days, with sugar.
Brig Prairie Rose (of Portland). Greenloaf, Maianuas 13 days, with Bru Hildegard (Swe.), Nilsen, Minatitlan, Mexico, 36 days, with dedar

and mahogany.

Beig Thomas Owen (of Portland), Guptil, Calbarien 11 days, with Brig Kossak, Smith, Cienfuegos 19 days, with sugar and molasses. Beig Hiram Abid (of Wisconsetty, Perkins, Progress 22 days, with emp. Brig Water Lity, Price, Rio Grande do Sul, 42 days, with hides and

ool. Brig Atalaya, Cole, Clenfuegos 16 days, with mgar. achr. Laura A. Wesh (of Deer Isle), Hands, Buraces 14 days, with uit, Schr. Geo. V. Richards (of St. John, N. R.), Barlow, Matanesa 15 days, with sugar, sept. Carawa (of Nasasu). Alburr, Car Island 10 days, with pinenegr. Carston (of Nassro). Albury, Cat Island 10 days, with pine-spoies. Execulator (of Balifani, Peters, San Blde 20 days, with coos-nuts.

Schr. Mary E. Mangam, Beveridge, Baracon 13 days, with fruit. Schr. Isane Oliver, Pennell, Aux Cayoe 12 days, with log wood and codes.

Sobr. Raceborse, Miller. St. Martine 14 days, with salt.

Sobr. Lidda (of New-Orleans), Cox. Clenfugges 18 days, with medSobr. Hattle Haaxell. Young Aux Cayes 12 days, with logwood.

Sobr. Ora, Bush, Antiqua 18 days, with mediams and old metat.

Sobr. Coxa, Bush, Antiqua 18 days, with mediams and old metat.

Sobr. King Bird (of St. John, N. B.). Simpson. Carbarien 15 o

SAILED.

Stamships Weser, for Bremen; Anglis, for Glasgow; Denmark, for London, Samaria, Greece, Celife, and City of Lendon, for Liversooit, City of Mexico, for Yera Cruz, City of Anatis, for Galveston, Missian-lip) and Goo, Washington, for New-Orleans; Plan Salvacor and Montagumer, for Navannah; Charleston, for Charleston; Old Donision, for gumer, for Navannah; Charleston, for Charleston; Old Donision, for Richmond; B. C. Knight, for Washington. Ship Red Gauntiet, for Liverpool, Barka Emma G. Scammi, for Callae; Chases, for San Prancisco. DOMESTIC PORTS.

Borrow, Age. 16.-Arrives, steamship Glaucus, from New-York;

BOSTON. Aug. 16.—Arrived, steamiship Giancus. from New Tork; bark rool dee Gloris, from Newcasie.

CHARLESTON. S. C., Aug. 16.—Sailed, steamiships James Adger, for New York; Morcodits, for Boston. Arrived, achrs. A. B. Glover, from Rienthors.

FORTHER MONROW, Va. Aug. 16.—Arrived brig Innisfall, from Santos for orders; brig. Mary Verwell, from Rie, and or leved to New-York. Passed in for Baltimore, high Virginia Dare, from Rie. SAVANNAR Gia., Aug. 16.—Gleared steamiships lituravitle and San Jacinto, for New-York; Charles W. Lord, for Philindelphia. Sailed, sohr, Mistaka, for Baltimore. ANYWERP, Aug. 14.—Sailed, steamship Steir

hip Steinmen, Lochere, for New SOUTHAMPTON. Aug. 10.—The North Germa Lloyds steamship. Onio, Capt. von Emster, from Baltimore Aug. 3 for Bremes, arrived here last uight. last uight.
Quainsrows. Aug. 16.—The Inman Line steamship City of Che sailed for New-York yesterday. For Latest Ship News see Fifth Page ;

Ocean Steamers

DRAFTS ON IRELAND.

TAPSCOTTS EMIGRATION and FOREIGN EXCHANGE
OFFICE, 86 South-st.—Drafts from £1 upward, available in all parts
of Great Britain and Ireland, and peasage tickets by steamships and sailing packets issued at lowest rates by
TAPSCOTT, BROS. & Co., 86 South-st., New-York.

TAPSCOFT, BROS. & Co., 86 Boats-st., New-1st.

DIRECT LINE TO HAVANA.
PRIGRESO AND VERA CRUZ.
NEW-TORK and MEXICAN MAIL STRANSHIP LINE.
Leaving Pier 3. North Rayer, at 3 D. m., EVERT THURSDAT.
CITT OF MERIDA (Havana only). August 21
CITY OF HAVANA (Havana only). August 28
CLEOPATER (Havana via Nassan). September 4
CUBA (Havana and Mexico). September 6, noon
Per freight or passage. apply 50
P. ALEXANDRE & SONS. 33 Brossway

FOR ST. THOMAS AND BRAZIL.

RATES OF FREIGHT REDUCED.

UNITED STATES and BRAZIL STEAMSHIP COMPAST,

Resuler Man Steamers skiling on the 23d of every month.

SOUTH AMERICA. Caot. Tinkingsugh. August 23.

ONTARIO Capt. G. Slocem. September 23.

These spiends steamers asil on a chestule time, and call at 8t. Thomas.

Para, Pernambuco. Bahin, and Rio de Janeiro, gong and returning. Fee engagements of freight or pressage, apply to engagements of freight or pressage. Spipy to .

WM. R. GARRISON. Agen. No. 5 Souting-group. New York. NEW-YORK AND HAVANA DIRECT MAIL

LINE. Three first-class steamshap will said every TURSDAY, as 3. m., from Pier 13 N. R. (foot of Cedar-st.), for Havana direct, of Cedar-st., for Havana direct,

D. McKnitan, Agent in D. McKeller, Agent in Havens.

A NCHOR LINE. — EXPRESS STEAMERS
ash from Pier 29. North River, New York.

TRINACRIA. Wednessay. Aug. 29 CALEDONIA. Wednessay. Aug. 27
CALIFORNIA... Saturday. Aug. 23 INDIA. Saturday. Aug. 33
Passengers hooked and forwarded to and from any Estimary States in
Great Britain. Ireland, Germany, Norway, Sweden, Desmark. or America,
as mafely, appendity, confortably, and chasply as any other route or tage.
Tikets, Drafta. or Certificates can be bought at lowest carroncy rates
by applying at the Company's officer. Flowing-great
HENDERSON BROTHERS, Agenda.

FOR LIVERPOOL.

CARRYING THE U. S. MAILS. THE LIVERPOOL AND GREAT WESTERN STEAM COMPANY
will dispatch one of their first-class, full power, Iron screw steamships
FROM PIER No. 46, N. R., EVERY WEDNESDAY.

IDAHO, CARL GUARD MINNESOTA, Capt. T. P. Frineway ... August 27, at 9:30 a. m. WISCONSIN, Capt. T. W. FREEMAN . Sept. 3, at 1:30 c. m. NEVADA. Capt. FORSYTH Sept. 10, at 8:30 a. m. Cabin passare, \$80, gold. Steerage passare (Office, No. 29 Broadway), \$30, correcey.

For freight or cable passage, apply to WILLIAMS & GUION. No. 63 Wall & NMAN LINE. - For QUEENSTOWN and LIVERPOOL—Royal Mail Steamers are amounted to sail as followed:
CITY OP NEW-TORE. THOESDAY, August 23, 2 p. m.
CITY OP MONTREAL. SATUEDAY, August 23, 2 p. m.
CITY OP LIMERICE. THORSDAY, August 28, 2 p. m.
CITY OP CHESTER. SATUEDAY, August 28, 2 p. m.
CITY OP ANTWERP. THORSDAY, August 29, 2 p. m.
CITY OP ANTWERP. THORSDAY, Supt. 4, 2 p. m.
CITY OP ANTWERP. SATUEDAY, Sept. 6, 2 p. m.
And each specessing SATUEDAY and THURSDAY, Aven. 2 p. m.
North River.

And each succeeding SATURDAY and TRUMBAY, From North River.

CABIN, \$70 \$30 and \$30 gold, according to accommodation.

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